

# The Sydney Morning Herald.

PRICE THREEPENCE.—23 PER ANNUM.] VOL. XXX.

SATURDAY, FEBRUARY 22, 1851.

No. 4297 CASH TERMS FOR ADVERTISEMENTS.

STEAM TO MORETON BAY.  
THE EAGLE.  
J. Allen, Commander, will sail on Tuesday, at 10 p.m.  
JAS. PATERSON, Secretary.  
H.R.S.N. Co.'s Wharf. 3909

STEAM TO MELBOURNE AND LAUNCESTON,  
CALLING AT EDINBURGH, FOWLD BAY.

THE E steam-ship  
SHAMROCK,  
G. Gilmore, Commander, will sail on the above ports on Saturday, 1st March, at 5 a.m.  
JAS. PATERSON, Secretary.

H.R.S.N. Co.'s Wharf.  
N.B. Goods shipped under bond must be along-side the Alton's Wharf, of Market-street. For freight passage apply to

JOHN MORRIS, Agent, February 22. 3887

FOR THE CLARENCE RIVER,  
(Detained by inclement weather.)

THE BRIGANTINE CHAMPION,  
80 tons, Bonnau, master, this Evening, at six, from the Alton's Wharf, foot of Market-street. For freight passage apply to

JOHN MORRIS, Agent, February 22. 3887

ONLY VESSEL FOR MORETON BAY.  
THE E fast-sailing brigantine MARY JANE,

180 tons, Captain Gourlay, having the greater part of her cargo engaged, will meet with quick despatch.

For freight or passage, having superior accommodations apply to Mr. G. Gourlay, at the Pier or Company's Wharf; or to

THOMAS STEWART,  
8349, Brunswick-street.

FIRST VESSEL FOR MELBOURNE,  
THE BRIGANTINE PICARD,  
300 tons burthen, in now loading at the Flour Company's Wharf, and will positively sail this day, Saturday, the 22nd instant. Has room for two more light freight.

For freight only apply on board; or to  
E. M. SAYERS,  
Port Phillip Packet Office, 489, George-street.

FOR GELONG,  
THE DESLANDES,  
200 tons burthen, Hertford commander, will positively sail for the above port this day, Saturday, the 22nd instant.

For freight or passage apply on board, at the Flour Company's Wharf; or to  
E. M. SAYERS,  
Port Phillip Packet Office, 489, George-street.

FOR PORT FAIRY.  
THE E B.R.I.G.  
ESSINGTON,  
Captain Miller, will sail for the above port in about ten days. For freight or passage apply on board, at the Circular Wharf.

February 22. 3889

FOR ADELAIDE DIRECT,  
THE well-known fine  
brig PHANTOM,  
265 tons register, Henry Brown, Commander, having the greatest portion of her cargo ready to go on board, will have immediate despatch. For freight or passage apply to

SHIPPARD AND ALGER,  
Packet Office, 470, George-street.

The cabin accommodations of this much admired vessel are unrivaled in the trade. There is a stateroom for ladies and families, equipped with every comfort and convenience.

2008

FOR ADELAIDE DIRECT,  
THE fine fast-sailing  
brig PHANTOM,  
265 tons register, Henry Brown, Commander, having the greatest portion of her cargo ready to go on board, will have immediate despatch. For freight or passage apply to

SHIPPARD AND ALGER,  
Packet Office, 470, George-street.

FOR PORT NICHOLSON DIRECT,  
THE fast-sailing A1  
Barque RIO PACKET,  
260 tons register, A. Shifley, master. For passage and a limited quantity of freight, immediate application is necessary. WILLIS, MERRY, AND CO., Church-still.

FOR PORT NICHOLSON DIRECT,  
AND FOR COOPER, IF SUFFICIENT INDUCE-  
MENT OFFERS.

A. Regular Trader.  
THE fine fast-sailing brig LOUIS AND MIRIAM,  
160 tons, Captain W. Elliford, is ready to take in cargo for the above port and having a large portion of her freight ready for shipment, will sail for the above ports with immediate despatch. For freight or passage apply to

HENRY MOORE,  
Miller's Point, 26th February. 3826

FOR LONDON,  
FOR PASSENGERS ONLY,  
THE fine fast-sailing  
ship HOOGHLY,  
467 tons, A. Sprout, com-  
mander, having nearly all her cargo on board, will positively sail on the 1st of March. For freight or passage, early application is necessary.

TO HONGKONG,  
THE first-class brig  
LADY CLARKE,  
246 tons register, Thomas B. Simpson, commander, will sail about the 1st March. For freight or passage, early application is necessary.

2824

FOR LONDON,  
THE fine fast-sailing  
ship HOOGHLY,  
467 tons, A. Sprout, com-  
mander, having nearly all her cargo on board, will positively sail on the 1st of March. For freight or passage, early application is necessary.

2824

FOR OTAGO,  
CALLING AT THE NEW ZEALAND PORT OF CANTERBURY, AT PORT COOPER.

THE SCHOONER R  
BRIDE,  
80 tons burthen, J. Dalmatia, master, having the greatest portion of her cargo already engaged, will sail for the above ports with immediate despatch. For freight or passage apply to

D. N. JOUBERT, 889, George-street,  
SHIPPARD AND ALGER,  
Packet Office, 470, George-street.

FOR TAHITI DIRECT.  
THE E Belgian ship  
OCANIE,  
491 tons register, Captain G. Radon, will come into Tahiti in cargo for Tahiti immediately on discharge of the cargo from Manila. For freight or passage apply to

HENRY MOORE,  
Miller's Point, February 21.

As the Oceanic proceeds from Tahiti to the Whaling Grounds, and back to Sydney, Officers and Head-servants are required, who will meet with liberal engagements, if competent to application to Captain Radon.

2824

FOR SAN FRANCISCO DIRECT.  
THE first-class American  
ship ADIRONDACK,  
1000 tons burthen, having all her dead weight engaged, will have quick despatch. For light freight or passage apply to the Captain on board; or to

F. W. CLARKE,  
Junction-street.

This vessel, on account of her size, presents a rare opportunity to steamer passengers proceeding to California, having a height of eight feet between decks, ensuring the most perfect ventilation throughout the ship.

2417

FOR SAN FRANCISCO DIRECT.  
THE first-class American  
ship ADIRONDACK,  
1000 tons burthen, having all her dead weight engaged, will have quick despatch. For light freight or passage apply to the Captain on board; or to

F. W. CLARKE,  
Junction-street.

This vessel, on account of her size, presents a rare opportunity to steamer passengers proceeding to California, having a height of eight feet between decks, ensuring the most perfect ventilation throughout the ship.

2417

SHIP MARTHA.  
IN consequence of the weather, the passengers by this ship will not be moved till Monday next, at 10 o'clock, a. m., when time they are requested to be on board February 21. 3900

FOR SAN FRANCISCO DIRECT.  
Will sail on the 15th March.

THE well-known first-class ship JOHNSTONE,  
600 tons, Harrison, com-  
mander.

This fine ship, for many years known as a regular trader between London and this port, is now laid on for San Francisco, at the earnest request of passengers. Her accommodations will be so arranged as to secure for steamer passengers comfort and ventilation rarely found in passenger ships. It is considered sufficient to state that this ship will be fit for passage on the most liberal scale. The rate of freight and passage will be the same as charged by any other vessel on the berth; and Captain Harrison, who has just returned from San Francisco, will be happy to give any information to passengers. The cabin accommodations are very superior. The Johnston is at present at anchor off Campbell's Wharf, but will be at the Circular Wharf in a few days.

For freight or passage apply to the  
JOHN MORRIS, Agent, February 22. 3887

FOR THE CLARENCE RIVER,  
(Detained by inclement weather.)

THE BRIGANTINE CHAMPION,  
80 tons, Bonnau, master, this Evening, at six, from the Alton's Wharf, foot of Market-street. For freight passage apply to

JOHN MORRIS, Agent, February 22. 3887

FOR FREIGHT OR CHARTER,  
THE fast-sailing A1 brig  
FORREST,  
Williams, commander, 187 tons registered. Apply to

F. W. CLARKE,  
Junction-street.

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

FOR FREIGHT OR CHARTER,  
THE fine fast-sailing  
brig SANTIPORTE,  
A1 for 12 years, 615 tons, Thomas M. Johnson, Commander. For particu-  
lars Towns' Wharf, February 19. 3778

</div

## THE LATENT RESOURCES OF POLYNESIA.

### CHAPTER XII.

Policy of the greater powers as regards Polynesian affairs—France—Proceedings at Tahiti—Erroneous notions as to the motives of the French—Great Britain—The United States—Enterprise and prosperity of the American traders—Holland—Recent changes—Dutch system of Colonial Government.

There are but four of the greater powers which exercise an influence over the destinies of Polynesia. These are France, Great Britain, the United States, and Holland. And each of these powers pursue a totally different line of policy towards the islanders and those who trade with them. The traffic of other nations in those regions is too small to be worthy of particular notice.

The policy of France towards these people, under the monarchy, was unprincipled and tyrannical. Whether the same line of action will be pursued under the Republic remains to be seen. The great end and aim seems to have been to acquire dominion and influence at any cost. Under the plea of redressing the grievances and complaints of French citizens, the Polynesian races have been insulted, oppressed, and plundered. Under the guise of protection, the native governments have been subverted, the native laws and usages set aside, and trampled on, and both the lands and their people transferred, virtually, to the dominion of the "grand nation." The proceedings of France at the Fejees, by Messrs. Nimo and Co., has already been mentioned. To the northward, at Anataan, and the Isle of Pines—stations of a still more extensive nature have been formed by Captain Towns and by Messrs. Thacker and Co.; but the most important and flourishing of all these stations or factories, as they may be properly termed, is that of Captain Padden, at Anataan. The progress of this place has been wonderful—so much so that a paper currency appears to have been issued necessary, and there are Anataan bank notes occasionally to be seen, which are quite as elaborate and showy in their appearance as the paper issued by any of the Sydney establishments.

The conduct hitherto pursued by the Dutch in their dealings with the Indian Islands and the northern regions of Polynesia, has been very similar to that of the British in India, under the auspices of the Leadenhall-street Directory. But there has recently been a change in the policy of the Hollanders. The free trade movements in England have been initiated among the Dutch, and since the commencement of the present year the ports of the Indian Archipelago have been open. The fair trader will no longer be, according to the Dutch Colonial Law, a smuggler. But although the law has been thus changed, it is extremely probable that the policy of the Dutch-Indian Governments and merchants will still lean towards monopoly. Perfect freedom of trade cannot so soon be established in the place of a commercial system of the most restrictive nature. Foreign vessels are still prohibited from engaging in the coasting trade of the Dutch-Indian possessions, and a very wide interpretation will most likely be given to this term. It is probable, too, that the restrictions imposed upon the islanders as to trade will be but little relaxed for some time to come. Consequently, although the repeal of the Dutch navigation laws should encourage our merchants to renewed exertions, they must not expect to find the trade of the Indian Archipelago wholly relieved from the impediments under which it has so long laboured.

But much as we may condemn the narrow policy of the Dutch, as regards trade, we may take some very useful lessons from them in other respects. The Englishman carries not only his high-crowned hat and broadcloth garments, but all his old-country habits and political notions, into regions where one is as much out of place as the other. The Hollander shapes his policy, and models his establishment, to the views and usages of the people, over whom he seeks to obtain influence. With a hundred pounds a-year, the Dutchman will manage to do more than the Englishman with two or three thousands.

It is the policy of the Dutch Colonial Government, in most cases, to maintain and improve such political institutions as they find in existence. By a steady adherence to this policy, they not only conciliate the islanders, but keep all real influence and power in their own hands. And this is done at an outlay almost nominal. At Coopang, on the Island of Timor, the Dutch have only a Resident, with his assistants, and some sixty Javanese soldiers. Such an establishment would be useless, according to the British system. The administration of affairs, however, throughout that large and populous island, is left in the hands of native princes and their subordinates. But the real power is still retained by the Dutch. By the Resident (a subordinate, and probably a low-paid officer of the Dutch Colonial Government), the Rajas or kings of the various native states owning the supremacy of Holland, are appointed and installed. Indirectly, therefore, while seeming to leave all power in the hands of the Timorese, the Lilliputian establishment at Coopang rules most completely the apparent rulers of the land. At the island of Rotte, 1822. It was then, and for a long time subsequently, known as the Condu or Tun upon Cornhill. This was the most celebrated place of the kind in the city—not only was it used for public refreshment and abutment, but Judge Lynch had his Court there. Household braves and squabbls appear to have been pretty general at this time, and as they were ungenerously attributed to the incompatibility of temper on the part of the female, the husband having it is to be hoped, tried all pacific means, would have her out to the water standard where she was publicly indicted before Judge Lynch and his jury, a *wold* and a *gossip*; condemnation was invariably the result, and the *vergoument ad hominem* immediately followed. The scolds and gossips were then well ducked amid the laughter of some and the execration of others. We are not told in how many instances this early application of the system of hydrotherapy was successful; but it is certain that matters of the kind did not always end in peace, the scolds and gossips had their partisans, perhaps, in the draymen of the day, a regular fight would sometimes ensue, which often terminated seriously.

The policy of Great Britain is exactly the reverse of that pursued by France. While the latter nation lays hold of every complaint of its citizens as a means for enlarging the sphere of its influence, and for inculcating in the minds of the islanders a wholesome fear of its power—the British Government and its representatives seldom interfere either for the protection of its own subjects against native aggression, or for restraining the former, when they, as is more often the case, are the aggressors. When the British have departed from this course of action they have generally run into the opposite extreme. At Hawaii, nothing short of a cession of sovereignty would suffice. At New Zealand, even this assumption of supremacy would not do, but there must be a total change of all existing circumstances to make way for European colonization and the Wakefield system.

The general neglect of the Polynesian islands and of their trade by the British Government, has been an unjust, both to the islander and to the British trader, as the modelling policy of the French; and in its effect upon national interests, it has been far more injurious. If some of our frigates which are at present doing duty as mere yachts, for the amusement of their commanders, were employed in visiting the various groups and islands of Polynesia, their visits would be of great benefit. They would restrain both parties from the acts of violence which are now but too often indulged in, and would be the means of collecting and distributing a vast amount of useful information with reference to these islands, their inhabitants, and their resources.

The policy of the United States differs from that of France and that of Great Britain, and it is wiser than either of them. The non-interference principle is maintained only so far as it is judicious to maintain it. America seeks not to acquire territorial possessions, and her efforts therefore are bent towards the maintenance and support of the native authorities, rather than towards a diminution of their power, or towards frightening them from its exercise. But the United States Government and its naval commanders watch well over the interests of the American citizens, and of their traffic. Aggressions on the part of the Polynesians have usually been followed by prompt interference, and sometimes by pretty severe chastisement. On the other hand, in those places wherein there is a settled government, care is taken to enforce respect and obedience to that government on the part of the American settlers. The natural consequence of this line of policy, coupled with the energy and enterprise of the American merchants, has been, that the United States, although far less advantageously situated than Australia for commerce with the South Sea Islands, has managed to secure the greater portion of this traffic. The American merchants have perfect

information as to matters of which the English traders are wholly ignorant, and they manage to keep this information to themselves. All the islands of the Pacific are well known to these enterprising men, and every year a large number of vessels are freighted from among them with valuable cargoes, which are either disposed of at Manila and China in exchange for other produce, or are conveyed direct to the American markets. It will be long ere the Australian traders can place themselves upon an equal footing, unless they use great energy. But the prospect of advantage is well worthy of a little additional exertion, and a little additional outlay. It would be excellent policy on the part of our leading merchants, or even of a single mercantile house, to fit out a small vessel for the purpose of visiting all these islands, and gathering full and accurate information respecting them. Some of our mercantile houses have traded a good deal with the islands, and are doubtless in possession of much information as to those portions of Polynesia to which they have peculiarly directed their attention; but there are few, if any, whose information is anything like perfect as to the islands generally. The formation of the Fejees, at the Fejees, by Messrs. Nimo and Co., has already been mentioned. To the northward, at Anataan, and the Isle of Pines—stations of a still more extensive nature have been formed by Captain Towns and by Messrs. Thacker and Co.; but the most important and flourishing of all these stations or factories, as they may be properly termed, is that of Captain Padden, at Anataan. The progress of this place has been wonderful—so much so that a paper currency appears to have been issued necessary, and there are Anataan bank notes occasionally to be seen, which are quite as elaborate and showy in their appearance as the paper issued by any of the Sydney establishments.

The conduct hitherto pursued by the Dutch in their dealings with the Indian Islands and the northern regions of Polynesia, has been very similar to that of the British in India, under the auspices of the Leadenhall-street Directory. But there has recently been a change in the policy of the Hollanders. The free trade movements in England have been initiated among the Dutch, and since the commencement of the present year the ports of the Indian Archipelago have been open. The fair trader will no longer be, according to the Dutch Colonial Law, a smuggler. But although the law has been thus changed, it is extremely probable that the policy of the Dutch-Indian Governments and merchants will still lean towards monopoly. Perfect freedom of trade cannot so soon be established in the place of a commercial system of the most restrictive nature. Foreign vessels are still prohibited from engaging in the coasting trade of the Dutch-Indian possessions, and a very wide interpretation will most likely be given to this term. It is probable, too, that the restrictions imposed upon the islanders as to trade will be but little relaxed for some time to come. Consequently, although the repeal of the Dutch navigation laws should encourage our merchants to renewed exertions, they must not expect to find the trade of the Indian Archipelago wholly relieved from the impediments under which it has so long laboured.

But much as we may condemn the narrow policy of the Dutch, as regards trade, we may take some very useful lessons from them in other respects. The Englishman carries not only his high-crowned hat and broadcloth garments, but all his old-country habits and political notions, into regions where one is as much out of place as the other. The Hollander shapes his policy, and models his establishment, to the views and usages of the people, over whom he seeks to obtain influence. With a hundred pounds a-year, the Dutchman will manage to do more than the Englishman with two or three thousands.

It is the policy of the Dutch Colonial Government, in most cases, to maintain and improve such political institutions as they find in

## SANITARY STATE OF SYDNEY.

NO. IV.

(FROM OUR SPECIAL REPORTER.)

THE ANATOMY OF THE WATER QUESTION.

"Are they going to lay on the water?" This is the first question asked by every man and woman in the closely inhabited districts of Sydney; their whole thoughts seem concentrated on this important point. It matters not what inquiries we make, whether it be on houses, drains, sewers, &c., the complaints of all are confined to the supply of water; and it is impossible to impress them with the idea that if they had more water they would also require drains and sewers.

We are bound to respect their opinions, no theories, no figures can contend against the practical experience of persons who have been so schooled. "Give us water"—what a request! It is not much to ask, considering water costs really nothing, but to them it is more precious than wine, since, offer what we will, nothing can prove a good substitute. The whole of the social machinery of the household seems clogged for the want of water. We repeat, then, that we are compelled to bow to the decision of those who are the most competent to judge in these things; for this reason let us thus early look into this part of the great work of sanitary reform. But first, let us glance at the early history of the Water Supply in England, it is pregnant with instruction, and will clearly show us what is our duty and our interest.

Our forefathers seem to have been impressed with proper notions in regard to water; they never, even in their barbarous state, permanently settled down in any district where water was not to be had in abundance—hence they built their cities and towns as near as possible to rivers and streams. Some of the most important towns in England have their names from the rivers on the side of which they are built; thus we have Plymouth, Teignmouth, Dartmouth. The Saxons well knew the value of water; they, like thousands of the labouring population of Sydney, had to be paid for their services. The science of hydraulics did not form a part of their study—their game was war. Although it is now a well known historical fact, that long anterior to the time of Archimedes, hydraulics were known to the Romans, yet our Saxon ancestors seem not to have profited by whatever examples in the science the ancient Romans left in Britain. We are prone to cherish with patriotic ardour everything tending to show the actual progress of the arts and sciences by the early Saxons, but they have left us no record of their skill in the conveyance of water. Probably the internece wars in which they were constantly engaged, previous to the Norman conquest, prevented their paying much attention to social matters, otherwise it is difficult to account for their apathy in things so intimately affecting the welfare of their early communities. But with the Normans came better times; the iron hand with which they ruled Great Britain, enabled them to turn their attention to the improvement of the internal affairs of the kingdom; they engrained on the institutions of the conquered country whatever was, in their opinion, valuable in the land of their birth, and Britain soon felt the effects of the change in her rulers.

Up to the period of the Norman Conquest, the only works in hydraulic engineering to be found in England, were two or three conduits, constructed by the Romans, for the purpose of supplying Augusta (the Roman name for London) with water. That they own their origin to the Romans is satisfactorily proved by their resemblance to similar aqueducts in France, Germany, and Spain, the production of the Romans.

It was the boast of this people that if they conquered a country they also introduced civilization with their arms—that wherever their eagles flew, there was to be found the genius of their people; they, like the English of the present day, conquered to civilize. The Normans seemed to have shared in this feeling. For England made rapid strides under their princes, life and property, which under the Saxon rulers had become insecure, in consequence of the division of power rather than from any other cause, received proper protection—they instituted in the metropolis a vigorous and active civic police.

One of the special duties of the police in the city was to protect from contamination the water courses which then supplied London with water, and even as early as the year 1190, among other ordinances, one was passed for the purpose of collecting the *rain water* in cisterns by conducting pipes from the tops of the houses to certain tanks, and more especially "concerning dredging pits for water," *viz.* sinking wells for creating conduits and pumps. Long before the erection, by Sir Thomas Graham, of the Royal Exchange, the ward of Cornhill, in the city, possessed the *standard or water standard*, the pride and envy of the other wards; it was a building in the castellated form, and was erected during the mayoralty of Henry VI.

It was then, and for a long time subsequently, known as the Condu or Tun upon Cornhill. This was the most celebrated place of the kind in the city—not only was it used for public refreshment and abutment, but Judge Lynch had his Court there. Household braves and squabbls appear to have been pretty general at this time, and as they were ungenerously attributed to the incompatibility of temper on the part of the female, the husband having it is to be hoped, tried all pacific means, would have her out to the water standard where she was publicly indicted before Judge Lynch and his jury, a *wold* and a *gossip*; condemnation was invariably the result, and the *vergoument ad hominem* immediately followed. The scolds and gossips were then well ducked amid the laughter of some and the execration of others. We are not told in how many instances this early application of the system of hydrotherapy was successful; but it is certain that matters of the kind did not always end in peace, the scolds and gossips had their partisans, perhaps, in the draymen of the day, a regular fight would sometimes ensue, which often terminated seriously.

The Standard was used for various purposes. Whenever the sovereign entered the city, it was here that the royal flag was unfurled; here too, proclamation, with heraldic pomp, were pronounced; and here as well as the conduits on Cheshire, Paul's, the Temple, "the village of Charing," all great political events were announced or denounced, according as they were popular or otherwise. The great conduit of Cheshire and Cheshire, stood on the south side near the west end of the present Poultry, this place was scarcely considered inferior to its Cornhill rival, "it contained the principal engine of the city for supplying the neighbourhood with sweet water." The water for ordinary purposes was conveyed to the houses and manufactorys in sledges and carts, and sometimes pails and jugs. The "sweet water" was conveyed to the conduit at Chepe from Paddington by leaden pipes, the origin of the Chepe conduit is given to Gasson Rokdale, Goldsmith, Lord Mayor of London, in the year 1285; it was rebuilt in the year 1479.

But water was not the only fluid which ran through those conduits in the good old days—on joyful occasions that in Cheshire, in particular, ran claret wine. Edward the Third, from motives

of policy, indulged the citizens in the display of hospitality and civic grandeur. This prince issued an ordinance in 1342, that the price of French wines was not to exceed *four-pence* per gallon; hence on Lord Mayor's Day, the Chepe conduit always supplied claret wine. Here, amidst the turbulence of the populace, who tasted wine generally but once a year, the Lord Mayor received his great visitors, regal or otherwise; and here Edward the Third gave his splendid tournament; from hence started the triumphal procession after the battle of Poitiers, of the Prince of Wales (Edward the Black Prince), when he led John, King of France, captive, and feasted that monarch at the table of Sir Henry Picard, the then Lord Mayor.

We are bound to respect their opinions, no theories, no figures can contend against the practical experience of persons who have been so schooled. "Give us water"—what a request!

It is not much to ask, considering water costs really nothing, but to them it is more precious than wine, since, offer what we will, nothing can prove a good substitute. The whole of the social machinery of the household seems clogged for the want of water. We repeat, then, that we are compelled to bow to the decision of those who are the most competent to judge in these things; for this reason let us thus early look into this part of the great work of sanitary reform. But first, let us glance at the early history of the Water Supply in England, it is pregnant with instruction, and will clearly show us what is our duty and our interest.

In the year 1471, the Standard in Fleet-street was rebuilt, and in the same year that in Aldermanbury was finished; the former existed in the time of the Knights Templars, in 1185, and the original pipes still supply Founten Court, Temple-lane, and Pump Court. Other water standards and pumps rose rapidly in various parts of the city, as occasion required; the present Mansion House is built on the site of one of them. At length an enterprising Dutchman, then (1522) settled in London, proposed to convey the water to the houses in almost every street, to be paid for by the inhabitants of the city. The historian tells us they were to erect and build divers conduits of fresh water, with standard and leaden pipes, that run more than three miles both above and under the earth. In these works the public-spirited Lord Mayor had the assistance of his sovereign. Henry the Sixth, who relinquished the duty on every article used in the improvements !!

In the year 1471, the Standard in Fleet-street was rebuilt, and in the same year that in Aldermanbury was finished; the former existed in the time of the Knights Templars, in 1185, and the original pipes still supply Founten Court, Temple-lane, and Pump Court. Other water standards and pumps rose rapidly in various parts of the city, as occasion required; the present Mansion House is built on the site of one of them. At length an enterprising Dutchman, then (1522) settled in London, proposed to convey the water to the houses in almost every street, to be paid for by the inhabitants of the city. The historian tells us they were to erect and build divers conduits of fresh water, with standard and leaden pipes, that run more than three miles both above and under the earth. In these works the public-spirited Lord Mayor had the assistance of his sovereign. Henry the Sixth, who relinquished the duty on every article used in the improvements !!

In the year 1471, the Standard in Fleet-street was rebuilt, and in the same year that in Aldermanbury was finished; the former existed in the time of the Knights Templars, in 1185, and the original pipes still supply Founten Court, Temple-lane, and Pump Court. Other water standards and pumps rose rapidly in various parts of the city, as occasion required; the present Mansion House is built on the site of one of them. At length an enterprising Dutchman, then (1522) settled in London, proposed to convey the water to the houses in almost every street, to be paid for by the inhabitants of the city. The historian tells us they were to erect and build divers conduits of fresh water, with standard and leaden pipes, that run more than three miles both above and under the earth. In these works the public-spirited Lord Mayor had the assistance of his sovereign. Henry the Sixth, who relinquished the duty on every article used in the improvements !!

In the year 1471, the Standard in Fleet-street was rebuilt, and in the same year that in Aldermanbury was finished; the former existed in the time of the Knights Templars, in 1185, and the original pipes still supply Founten Court, Temple-lane, and Pump Court. Other water standards and pumps rose rapidly in various parts of the city, as occasion required; the present Mansion House is built on the site of one of them. At length an enterprising Dutchman, then (1522) settled in London, proposed to convey the water to the houses in almost every street, to be paid for by the inhabitants of the city. The historian tells us they were to erect and build divers conduits of fresh water, with standard and leaden pipes, that run more than three miles both above and under the earth. In these works the public-spirited Lord Mayor had the assistance of his sovereign. Henry the Sixth, who relinquished the duty on every article used in the improvements !!

In the year 1471, the Standard in Fleet-street was rebuilt, and in the same year that in Aldermanbury was finished; the former existed in the time of the Knights Templars, in 1185, and the original pipes still supply Founten Court, Temple-lane, and Pump Court. Other water standards and pumps rose rapidly in various parts of the city, as occasion required; the present Mansion House is built on the site of one of them. At length an enterprising Dutchman, then (1522) settled in London, proposed to convey the water to the houses in almost every street, to be paid for by the inhabitants of the city. The historian tells us they were to erect and build divers conduits of fresh water, with standard and leaden pipes, that run more than three miles both above and under the earth. In these works the public-spirited Lord Mayor had the assistance of his sovereign. Henry the Sixth, who relinquished the duty on every article used in the improvements !!

In the year 1471, the Standard in Fleet-street was rebuilt, and in the same year that in Aldermanbury was finished; the former existed in the time of the Knights Templars, in 1185, and the original pipes still supply Founten Court, Temple-lane, and Pump Court. Other water standards and pumps rose rapidly in various parts of the city, as occasion required; the present Mansion House is built on the site of one of them. At length an enterprising Dutchman, then (1522) settled in London, proposed to convey the water to the houses in almost every street, to be paid for by the inhabitants of the city. The historian tells us they were to erect and build divers conduits of fresh water, with standard and leaden pipes, that run more than three miles both above and under the earth. In these works the public-spirited Lord Mayor had the assistance of his sovereign. Henry the Sixth, who relinquished the duty on every article used in the improvements !!

In the year 1471, the Standard in Fleet-street was rebuilt, and in the same year that in Aldermanbury was finished; the former existed in the time of the Knights Templars, in 1185, and the original pipes still supply Founten Court, Temple-lane, and Pump Court. Other water standards and pumps rose rapidly in various parts of the city, as occasion required; the present Mansion House is built on the site of one of them. At length an enterprising Dutchman, then (1522) settled in London, proposed to convey the water to the houses in almost every street, to be paid for by the inhabitants of the city. The historian tells us they were to erect and build divers conduits of fresh water, with standard and leaden pipes, that run more than three miles both above and under the earth. In these works the public-spirited Lord Mayor had the assistance of his sovereign. Henry the Sixth, who relinquished the duty on every article used in the improvements !!

In the year 1471, the Standard in Fleet-street was rebuilt, and in the same year that in Aldermanbury was finished; the former existed in the time of the Knights Templars, in 1185, and the original pipes still supply Founten Court, Temple-lane, and Pump Court. Other water standards and pumps rose rapidly in various parts of the city, as occasion required; the present Mansion House is built on the site of one of them. At length an enterprising Dutchman, then (1522) settled in London, proposed to convey the water to the houses in almost every street, to be paid for by the inhabitants of the city. The historian tells us they were to erect and build divers conduits of fresh water, with standard and leaden pipes, that run more than three miles both above and under the earth. In these works the public-spirited Lord Mayor had the assistance of his sovereign. Henry the Sixth, who relinquished the duty on every article used in the improvements !!

In the year 1471, the Standard in Fleet-street was rebuilt, and in the same year that in Aldermanbury was finished; the former existed in the time of the Knights Templars, in 1185, and the original pipes still supply Founten Court, Temple-lane, and Pump Court. Other water standards and pumps rose rapidly in various parts of the city, as occasion required; the present Mansion House is built on the site of one of them. At length an enterprising



## SHIPPING INTELLIGENCE.

### ARRIVAL.

February 21.—Vixen, schooner, 126 tons, Captain M'Kinlay, from Adelaide the 8th instant; Passengers—Mr. Murphy, Mr. James, and Miss Leyre.

### DEPARTURES.

February 21.—Cumberland, schooner, 58 tons, Captain Wyborn, for Moreton Bay, with stores.

February 21.—Souvenir, schooner, 65 tons, Captain Brown, for Moreton Bay. Passengers—Mr. Edwards, Mr. Thompson, Mr. Deacon, Mr. Iter, Mr. Sterton, Mr. Hayward, Mr. Shea, Mr. Wyatt, Mr. Hartley.

### PROJECTED DEPARTURES.

THIS DAY.—Rhine, for the South Sea Islands; Parrot, for the South Seas; Star, for Macmillan's Warlock, for Guam; Australia, for Port Nicholson; Fancy, for the South Seas.

### CLEARANCES.

February 21.—Fancy, whaling barque, 321 tons, Captain Stove, for the South Seas, in ballast.

February 21.—Australia, Hamburg ship, 51 tons, Captain Meyer, for Port Nicholson. Passengers—Dr. Borman, Mr. E. M. Templar, Mr. P. M. Stoddart, John Ruh, John Adams, Frederick Larnach, Robert Kite, August Hoffman, J. F. Reesing and Adolph Reesing.

### COASTER OUTWARDS.

February 21.—Charles Webb, 24, Brown, for Kiana, with sundries.

### IMPORTS.

February 21.—Vixen, schooner, 126 tons, Captain M'Kinlay, from Adelaide: 41 tons copper ore, Sheepard and Alger: 10 tons flour and 100 bushels wheat, J. B. and G. Were.

### EXPORTS.

February 21.—Australia, Hamburg ship, 617 tons, Captain Meyer, for Port Nicholson: 42,000 bricks (part of original cargo), 34 cases Geneva, 160 mats sugar, 3 packages harness, 150 bags flour, 44 bags bran, 20 boxes soap, 22 boxes candle, 1500 sheep, 9 horses, 4 wooden houses, 6 saddles, 6 drags, 69 cases oilers, 3 cases tea, 2 kgs 2 cans oil, 11 tons window glass, 9000 claret, 1000 wine, half-wines, 5000 port, 3000 sherrathans, 36 ginshaws, 14 tons hay, 60 tons bullet wood, 125 tons coal, E. M. Templar; 110 bags flour, Griffiths, Fanning, and Co.

### PORT PHILLIP.

ARRIVALS.—February 13. Diana, brig, 103 tons, Peake, from Sydney the 28th January; Lillias, schooner, 100 tons, Watson, from Sydney 1st instant; Harriet, Nathan, barque, 127 tons, Bowden, from Hobart Town the 7th instant.

DEPARTURES.—February 12. Abertorn, for London; Cecilia, for Port Albert. 13. Cressian, schooner, 65 tons, Reardon, for Port Albert. 12. Steubenheit, ship, 1013 tons, John Sergeant, commander, for London. Passengers—Mr. and Mrs. Goodman and family, Mr. and Mrs. Sean, Miss Sean, Miss Sean, Mr. Edward Murray, Mr. Gair, Mr. Cuth, Mr. Hock, Mr. Holt, Dr. Bradley, Mr. and Mrs. Twiss, Mrs. Atkinson and family. Cargo—307' hawser wool, 361 casks tallow, 1 hoghead seal skins, 1 case cigars, 1 case skepin, 3535 bags copper ore, 1 quarter case wine, 1 case saddle, 1 case tea, 1 case Calcutta, 503 tons. Henry Andrews, commander, for Adelphi. Passengers, cabin—Mr. and Mrs. Miller, Miss Williamson, and sixty-two in the steerage. 13. Warrambool, 366 tons, Warrambool, for Port Phillip and Port Fairy.

The Raven will be the first vessel to sail under the banner of the Australasian League.

Captain Bell, having been presented by his agent, Mr. W. B. Hatch, with a very hand-some flag bearing the insignia of the League Banner.—The Governor has sanctioned the appointment of Messrs. J. G. Caught, Henry Taylor, and Daniel Organ, as pilots of the port of Melbourne. A vessel of cargo has been given out of the Philip, Adelphi, and Warrambool, fast on the reef, the sea breaking clean over her. She is evidently bilged, as the tide rises and falls in her as it does on the reef. The Union schooner encountered a severe gale of wind off Adventure Point, in Storm Bay, and lost her fore topmast, which obliged her to put into Spring Bay to refit, where she was detained for three days.—*Melbourne Paper*.

GARIBOLDI.—ARRIVED.—February 11. Lucy, from Melbourne.—Jan., from Melbourne.

GLOOM OY.—Left Marion, 16, Melbourne.

PORTLAND.—ARRIVED.—February 5. The Margaret and Agnes, from Melbourne, via Warrambool and B. I. 7. The B. I. 2. from Melbourne, to load guano for Hobart Town.

The Britannia is all but full, and will have quick despatch. The Princess Royal is filling up very fast, and will be ready in time for the Britannia. The Coriolis is expected to sail from this port not later than the 4th instant: the Captain and crew have made good use of their time. Some few days must yet elapse before the Essex can depart from our shores.—*Portland Mercury*.

VESSELS ADVERTISED AT GELONG AND MELBOURNE.—Andromache, 468 tons; Admiral, 651 tons; Victory, 518 tons; Royal George, 605 tons; Young England, at Geelong; Indigo, for London; Minden, Lochaber, 370 tons; Hobart, 877 tons; Sacramento, 438 tons; Rajah, 352 tons, at Melbourne—loading for London. The Dart, and Diana, for Sydney, to sail on the 16th, and the George Backham, and Statesman, on the 17th instant; Lillias, for Portland Bay; Harpy, for Callao.

### SHIPS' MAIRS.

Mail will close at the Post Office as follows:—

For AUSTRALIA.—By the Maukin, this evening, at 6.

For NELSON.—By the Esther, this evening, at 6.

For SAN FRANCISCO.—By the Martha, on Monday, at 6.

For LONDON.—By the Trafalgar, on Tuesday evening, at 6; and by the Salacia, on Wednesday evening, at 6.

Crescent House.—Entered Outwards.—February 21. Frig, brig, 245 tons, Simpson, for Hongkong; Fancy, barque, 321 tons, Stove, for the South Seas.

The barque Santipore, from Otago, off Cape Egmont, New Zealand, passed the bottom of a vessel of about 500 tons.

The Vixen from Adelaide, has had a very rough passage, and from the thick weather and wind which prevailed to day too for the last two weeks. On Wednesday evening, at four o'clock, she passed a large ship, supposed to be the Roman Emperor, off Green Cape: and on Thursday, off Jersey Bay, saw a barque under close reef topsails, standing off the land. Captain M'Kinlay states that the sea was running very high outside the Heads, but it was going rapidly down towards sunset.

The Colonist, for Newcastle, being too light will come up from the Heads, and will be at Newcastle, and take in more coal.

The southerly wind which has prevailed during the last week continued to a late hour last night, and appeared likely to last another twenty-four hours. There had been consequently no arrivals, either steamers or sailing vessels, from the northward. The weather had been so thick that no strange vessel arriving off the port would like to stand in for the land, which seemed to be the case with the last two vessels. The Richard and William, from Manila, and the Petrel, from Adelaide, may be expected as soon as it clears a little. We do not think any vessel from London is overdue; the Achilles was probably early in November, and will most probably require four months to make the passage; the Thomas Arbuthnot and Garland, which were the next vessels, would most probably be detained until after the 20th November, so that they may be out by the 15th of December. A vessel from Singapore or the Mauritius making an ordinary passage would bring the overland mail of November 7th, which would give us a fortnight's news.

The American ship John Potter, bound for California, not having the quantity of stores on board required by the Passengers' Act, has been refused her clearance; and the Police schooner has hauled alongside of her to prevent her leaving the port.

DIARY.		
MEMORANDA TO NEXT PUBLICATION.		
February.	SUN.	HIGH WATER
22	SATURDAY	1 5 43   6 45   0 50   1 13
23	SUNDAY	1 5 44   6 44   1 37   2 0
Mon, last quarter, 7 43 a.m., February 23.		

### ROYAL VICTORIA THEATRE.

#### THE EVENING, FEBRUARY 22.

The performances will commence with the Drama entitled THE WHISTLER; OR, THE FATE OF THE LILY OF ST. LEONARDS.

St. George Staunton, Mr. Bellamy, Captain Duncan, Mr. M'Kintosh, Mr. Rogers; Donacha Dhu, Mr. Arabi; Sandy Sanderson, Mr. Spencer; Dicky Dutton, Mr. F. Howson; David, Miss Hart; the Whistler, Mrs. Rogers; Lady Staunton, Mrs. Guerin; Mrs. M'Corqudale, Mrs. Gibbs; Mrs. Butler, Mrs. F. Willis; Mrs. Bell; Miss A. Hart, Griffiths; Mrs. Hart, Comic Song; "Bill's Birthday," Mr. Rogers. Pas de Deux, Miss Hart.

To conclude with the favourite Burlesque, entitled THE MERCHANT OF VENICE.

### ROYAL VICTORIA THEATRE.

#### MONDAY EVENING, FEBRUARY 24.

FOR THE BENEFIT OF MR. F. HOWSON.

Mr. F. Howson begs to inform his friends and the public generally, that he will be absent on the Monday Evening, when he trusts that the entertainments selected for the occasion will secure to him their patronage and support. The Evening's Entertainments will commence with Auber's celebrated Opera, in three acts, entitled MASANIOLI THE FISHERMAN OF NAPLES; on THE DUMB GIRL OF PORTICL. Alfonso, Mr. J. Howson; Masaniolo, Tomaso Antico, Mr. F. Howson; Evirio, Mrs. Guerin; Fener, Madame Tornillo; Giulia, Mrs. Gibbs; Mrs. Griffiths; Mrs. Hart, Comic Song; "Bill's Birthday," Mr. Rogers. Pas de Deux, Miss Hart.

To conclude with the favourite Burlesque, entitled THE MERCHANT OF VENICE.

### ROYAL VICTORIA THEATRE.

#### TUESDAY EVENING, FEBRUARY 25.

FOR THE BENEFIT OF MR. F. HOWSON.

Mr. F. Howson begs to inform his friends and the public generally, that he will be absent on the Tuesday Evening, when he trusts that the entertainments selected for the occasion will secure to him their patronage and support. The Evening's Entertainments will commence with Auber's celebrated Opera, in three acts, entitled MASANIOLI THE FISHERMAN OF NAPLES; on THE DUMB GIRL OF PORTICL. Alfonso, Mr. J. Howson; Masaniolo, Tomaso Antico, Mr. F. Howson; Evirio, Mrs. Guerin; Fener, Madame Tornillo; Giulia, Mrs. Gibbs; Mrs. Griffiths; Mrs. Hart, Comic Song; "Bill's Birthday," Mr. Rogers. Pas de Deux, Miss Hart.

To conclude with the favourite Burlesque, entitled THE MERCHANT OF VENICE.

### ROYAL VICTORIA THEATRE.

#### WEDNESDAY EVENING, FEBRUARY 26.

FOR THE BENEFIT OF MR. F. HOWSON.

Mr. F. Howson begs to inform his friends and the public generally, that he will be absent on the Wednesday Evening, when he trusts that the entertainments selected for the occasion will secure to him their patronage and support. The Evening's Entertainments will commence with Auber's celebrated Opera, in three acts, entitled MASANIOLI THE FISHERMAN OF NAPLES; on THE DUMB GIRL OF PORTICL. Alfonso, Mr. J. Howson; Masaniolo, Tomaso Antico, Mr. F. Howson; Evirio, Mrs. Guerin; Fener, Madame Tornillo; Giulia, Mrs. Gibbs; Mrs. Griffiths; Mrs. Hart, Comic Song; "Bill's Birthday," Mr. Rogers. Pas de Deux, Miss Hart.

To conclude with the favourite Burlesque, entitled THE MERCHANT OF VENICE.

### ROYAL VICTORIA THEATRE.

#### THURSDAY EVENING, FEBRUARY 27.

FOR THE BENEFIT OF MR. F. HOWSON.

Mr. F. Howson begs to inform his friends and the public generally, that he will be absent on the Thursday Evening, when he trusts that the entertainments selected for the occasion will secure to him their patronage and support. The Evening's Entertainments will commence with Auber's celebrated Opera, in three acts, entitled MASANIOLI THE FISHERMAN OF NAPLES; on THE DUMB GIRL OF PORTICL. Alfonso, Mr. J. Howson; Masaniolo, Tomaso Antico, Mr. F. Howson; Evirio, Mrs. Guerin; Fener, Madame Tornillo; Giulia, Mrs. Gibbs; Mrs. Griffiths; Mrs. Hart, Comic Song; "Bill's Birthday," Mr. Rogers. Pas de Deux, Miss Hart.

To conclude with the favourite Burlesque, entitled THE MERCHANT OF VENICE.

### ROYAL VICTORIA THEATRE.

#### FRIDAY EVENING, FEBRUARY 28.

FOR THE BENEFIT OF MR. F. HOWSON.

Mr. F. Howson begs to inform his friends and the public generally, that he will be absent on the Friday Evening, when he trusts that the entertainments selected for the occasion will secure to him their patronage and support. The Evening's Entertainments will commence with Auber's celebrated Opera, in three acts, entitled MASANIOLI THE FISHERMAN OF NAPLES; on THE DUMB GIRL OF PORTICL. Alfonso, Mr. J. Howson; Masaniolo, Tomaso Antico, Mr. F. Howson; Evirio, Mrs. Guerin; Fener, Madame Tornillo; Giulia, Mrs. Gibbs; Mrs. Griffiths; Mrs. Hart, Comic Song; "Bill's Birthday," Mr. Rogers. Pas de Deux, Miss Hart.

To conclude with the favourite Burlesque, entitled THE MERCHANT OF VENICE.

### ROYAL VICTORIA THEATRE.

#### SATURDAY EVENING, FEBRUARY 29.

FOR THE BENEFIT OF MR. F. HOWSON.

Mr. F. Howson begs to inform his friends and the public generally, that he will be absent on the Saturday Evening, when he trusts that the entertainments selected for the occasion will secure to him their patronage and support. The Evening's Entertainments will commence with Auber's celebrated Opera, in three acts, entitled MASANIOLI THE FISHERMAN OF NAPLES; on THE DUMB GIRL OF PORTICL. Alfonso, Mr. J. Howson; Masaniolo, Tomaso Antico, Mr. F. Howson; Evirio, Mrs. Guerin; Fener, Madame Tornillo; Giulia, Mrs. Gibbs; Mrs. Griffiths; Mrs. Hart, Comic Song; "Bill's Birthday," Mr. Rogers. Pas de Deux, Miss Hart.

To conclude with the favourite Burlesque, entitled THE MERCHANT OF VENICE.

### ROYAL VICTORIA THEATRE.

#### SUNDAY EVENING, FEBRUARY 30.

FOR THE BENEFIT OF MR. F. HOWSON.

Mr. F. Howson begs to inform his friends and the public generally, that he will be absent on the Sunday Evening, when he trusts that the entertainments selected for the occasion will secure to him their patronage and support. The Evening's Entertainments will commence with Auber's celebrated Opera, in three acts, entitled MASANIOLI THE FISHERMAN OF NAPLES; on THE DUMB GIRL OF PORTICL. Alfonso, Mr. J. Howson; Masaniolo, Tomaso Antico, Mr. F. Howson; Evirio, Mrs. Guerin; Fener, Madame Tornillo; Giulia, Mrs. Gibbs; Mrs. Griffiths; Mrs. Hart, Comic Song; "Bill's Birthday," Mr. Rogers. Pas de Deux, Miss Hart.

To conclude with the favourite Burlesque, entitled THE MERCHANT OF VENICE.

### ROYAL VICTORIA THEATRE.

#### MONDAY EVENING, FEBRUARY 31.

FOR THE BENEFIT OF MR. F. HOWSON.

Mr. F. Howson begs to inform his friends and the public generally, that he will be absent on the Monday Evening, when he trusts that the entertainments selected for the occasion will secure to him their patronage and support. The Evening's Entertainments will commence with Auber's celebrated Opera, in three acts, entitled MASANIOLI THE FISHERMAN OF NAPLES; on THE DUMB GIRL OF PORTICL. Alfonso, Mr. J. Howson; Masaniolo, Tomaso Antico, Mr. F. Howson; Evirio, Mrs. Guerin; Fener, Madame Tornillo; Giulia, Mrs. Gibbs; Mrs. Griffiths; Mrs. Hart, Comic Song; "Bill's Birthday," Mr. Rogers. Pas de Deux, Miss Hart.

To conclude with the favourite Burlesque, entitled THE MERCHANT OF VENICE.

### ROYAL VICTORIA THEATRE.

#### TUESDAY EVENING, FEBRUARY 1.

FOR THE BENEFIT OF MR. F. HOWSON.

Mr. F. Howson begs to inform his friends and the public generally, that he will be absent on the Tuesday Evening, when he trusts that the entertainments selected for the occasion will secure to him their patronage and support. The Evening's Entertainments will commence with Auber's celebrated Opera, in three acts, entitled MASANIOLI THE FISHERMAN OF NAPLES; on THE DUMB GIRL OF PORTICL. Alfonso, Mr. J. Howson; Masaniolo, Tomaso Antico, Mr. F. Howson; Evirio, Mrs.

Foster being sworn, deposed, I am a midwife, and have acted in that capacity, both in this colony and at home, for thirty years; I attended Harriet Ballard on the 7th January and confined her; I had six cases at the time; the deceased appeared well; Harriet Ballard was up on the second day, and doing about it. I saw her every day; and, when she was confined, she drank on the third day; I dressed the child with clothes given me by the mother, which she had whilst in gaol; on Tuesday, the 12th, when I went in, Mary Ashman was dressing the child, who said it was all right, and it appeared so; on Thursday, when I went, the mother had not been confined a week, and she was away with the child; but on Saturday, when I went, I was at home: she said, "Look at the child; I have been bad." I looked at the child; she was an awful state, bleeding to the bone; she had let it fall out of her womb on the tea chest whilst she was heavy with sleep; I think she was sober; everybody knows she drinks; in answer to my questions, she said she did not know how it came, unless it was against the tea chest; on Sunday, I went twice to her house, she was out and the infant left on the bed; there were some drunken men there on Sunday—she was quite sober; on one time that I went in, the wits quite gone, she was on the bed and the baby close beside her; I went to Dr. Gwynne to know what she told him; she has been sober since, and very attentive. Dr. Gwynne sworn, deposed: I am a legally qualified medical practitioner; the deceased was brought to my house on Saturday last, between twelve and one o'clock A.M.; Harriet Ballard requested me to look at the child, it was bleeding at the nose; I applied the remedies, the nose stopped, the blood had stopped away, and when her violence had been used in restraining it, she said it had been pulled away by Mary Ashman; I cautioned her not to neglect the infant, or she would get into some dilemma; she brought the child again, the hemorrhage had returned; she seemed to feel for her offspring; I should say she was sober; I did not then observe marks of violence; I have examined the body today; there are several signs of violence, especially on the right side, also on the left side, no doubt resulting from the local injury; if caused from falling on the tea chest, they would have been confined to one locality; I thought it impossible, unless from neglect; the bruises might have caused the bleeding; it is quite unusual for a female to leave her bed for seven or eight days. The Jury returned the following verdict: "That the death of Harriet Ballard was caused by her own violence, the through thereof evidence of some misconduct on the part of Harriet Ballard; there is none to prove that she was the wilful cause of her child's death."—Another inquest was held on the following day, at the dwelling-house of Mr. Richard Palmer, land proprietor, of the Field of Mars, on view of the body of Mary Palmer, aged fifty-nine years. Mr. Richard Palmer, sworn, deposed: The deceased, Mary Palmer, was my wife; she was in Parsonage on Saturday last, and I saw her go to bed; she was well on Monday, and got a steady support for her bed; she got up at half past six yesterday morning; she dressed herself as usual, and as was her custom went to hang her night dress on the fence in the yard; I immediately heard her cry "Dick, Dick, I have lost the use of my limbs, I am dying—give me a drink." I jumped out of bed and carried her a drink; I was throwing up from a green fit; I had a bad fit, and afterwards sat on the bed, and held her up; she said, "I am dying, feel my hands." Mrs. Ketley's boy came with the milk, and deceased told him to run for his mother; I held her up till Mrs. Ketley came; I am not aware of any accident happening to cause her death. Dr. Rutter deposed: I am a legally qualified medical practitioner; I have known the deceased for several years; I was applied to about a week ago, to see her, and she was dead professionally, who had mortification of the fingers, also lividity at the extremities of the toes; I administered remedies, and recommended stimulants; the whole of the symptoms of which she complained evidently indicated mortification of the valves of the heart; I have not seen her more than once since, which was a fortnight ago, in the market-place, when she said she was pretty well. I have seen the body and the deceased in the churchyard; the cause of her sudden death being caused by mortification of the valves of the heart, and most likely the bursting of some of the larger blood vessels. A verdict was returned in accordance with the medical evidence.

A DANGEROUS LUNATIC.—Before Mr. J. R. Hardy, P.M.; Dr. Foster and Mr. James Byrnes, J.Ps.—Application was made by a poor but respectable female named Mrs. Ryan, of George-street, who stated that her husband had been violently ill on her Sunday last. It appeared that every time the moon is at the full, William Firth, husband of complainant, is attacked with monomania, and strong mental delusions; that so bad has been for a considerable time past, that the chief constable had been repeatedly called upon by Mrs. Firth for protection; the husband had been frequently before the Court upon this subject, and was sent to the jail; but in this occasion Mr. Firth had married and escaped with his wife, for on Sunday morning Firth came into the house and said, "where is the man that was here this morning?" he made several attempts to strike, and at last succeeded in doing so, giving her a violent blow with his fist, which felled her to the ground, and inflicted a severe cut on the left temple. Both Mr. Ryan and Mrs. Firth stated that he did not drink. Their worshipfulness the constable and doctor Rutter and Gwynne undertook the commission. Dr. Rutter deposed, I have examined the prisoner Firth this morning, and am of opinion he is labouring under mental delusion. I think he is not in a state to be trusted, as the probability is that the complaint will get worse. I am of opinion he is a fit subject for restraint, and a dangerous lunatic. Dr. Gwynne deposed, I have examined the man, and am of opinion he is labouring under monomania; he has lucid intervals; I am of opinion he ought to be placed under restraint. I do not consider him to be a dangerous lunatic, although he ought to be placed under restraint, a dangerous lunatic is one who lays violent hands on himself or some other person. It is unusual to find in the town for men to give their wives a black eye. I think the man is fit subject for a madhouse. The Police Magistrate requested Dr. Gwynne to explain his meaning by the words *restraint* and *monomania*. Of the former Dr. G. spoke of finding securities to keep the peace, and of the latter, explained its derivation from the Greek; but was after all of opinion that Firth was not a fit subject for an asylum. There being a difference of opinion with the medical gentlemen, the prisoner was remanded.

IMPROVEMENTS IN THE COURT HOUSE.—Mr. Houston has nearly completed the enlargement of this office, as far as his instructions have gone. It is sincerely to be hoped that before the scaffolding is removed, the authorities will give orders for the erection of a gallery, which will confer a lasting benefit on the inhabitants, who will be able to hire one of the long rooms of the hotel, and which after all are but a poor makeshift.

CHEAP MEAT.—It is to be wished that the authorities will interfere to protect the health and lives of her Majesty's subjects of this locality, by enforcing the law in reference to the inspection of meat offred for sale in Parma. We have very strong grounds for suspicion, when it is known that some butchers are charging twopence ha'penny per pound for meat, and that the price of bacon at present is the maximum price, having regard to the cost of the meat, we trust the police will receive due instructions as to their duty in this all important affair.

THE WEATHER.—The much wished for change has taken place here, commoning at about ten o'clock on Thursday morning, when the rain descended in most congenial showers, with the wind from the south, and has continued moderately ever since till the present (Friday noon). The gardens are all life and animation, with the planting of carrots, cabbages, French beans, &c. The blossoms of the field will come in the ploughing heat of next night, and there was a batch and a half found on his bed in the morning. It was quite clear that his death had been caused by intoxication, and a verdict was given accordingly.

## COMMERCIAL INTELLIGENCE.

A FEW operations worthy of notice have been closed during the week, but on the whole a very limited number of vessels have gone to and from the port, with a few exceptions, though as the winter approaches a falling off in shipments will cause our stocks to decline considerably.

WINE.—There is a hold in quantity, and realising low rates, even for best brands.

Flour.—There has been a good deal of animation in the flour market; a few vessels, though as the winter approaches a fall in shipments will cause our stocks to decline considerably.

IRON.—The invoices to hand, ex-ships, have come forward in quantity, and been placed for the most part at lower quotations.

Lead.—The market is held in quantity, and realising low rates, even for best brands.

Paints.—Our market is heavily stocked—importations are in excess of our consumption.

Iron.—The market is held in quantity, and realising low rates, even for best brands.

Lead.—The market is held in quantity, and realising low rates, even for best brands.

Oil.—Lubes has declined of late—quoted at an advance on last quotations—some of the mills refuse to sell for speculation, or for shipment, and the market is held in quantity, and realising low rates, even for best brands.

SAFETY.—The market is held in quantity, and realising low rates, even for best brands.

GLASS.—The market is held in quantity, and realising low rates.

GUNPOWDER.—Large quantities are being added to our heavy stocks by sea, and are offered at very low rates.

IRON.—The market is held in quantity, and realising low rates, even for best brands.

LEAD.—The market is held in quantity, and realising low rates.

WINE.—There has been a good deal of animation in the wine market; a few vessels, though as the winter approaches a fall in shipments will cause our stocks to decline considerably.

Flour.—There has been a good deal of animation in the flour market; a few vessels, though as the winter approaches a fall in shipments will cause our stocks to decline considerably.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is quoted at £17. Fair samples of Paints—Our market is heavily stocked—importations are in excess of our consumption.

The other was on the body of a woman named Bills, who died suddenly on board of a boat in the river Humber. It was proved that on the morning preceding the holding of the inquest (Tuesday), she was seized with vomiting of blood, and died almost immediately. The verdict was, died from the bursting of a blood-vessel.

WINE.—There has been long been proverbially dull, but of late the stagnation of business has been most painfully apparent. We trust soon to see a reaction take place.

THE WEATHER.—Since our last has been unusually windy, and since Sunday has been very cool, sometimes even cold. The weather has come forward in quantity, and been placed for the most part at lower quotations.

Flour.—There has been a good deal of animation in the flour market; a few vessels, though as the winter approaches a fall in shipments will cause our stocks to decline considerably.

IRON.—The market is held in quantity, and realising low rates, even for best brands.

Lead.—The market is held in quantity, and realising low rates, even for best brands.

Paints.—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.

Paints.—Our market is heavily stocked—importations are in excess of our consumption.

IRON.—The market is held in quantity, and realising low rates.

Lead.—The market is held in quantity, and realising low rates.





**FURNISHED LODGINGS**, to be had in a private respectable house where there will be no other lodgers, commanding an extensive view of Sydney Cove and within ten minutes' walk of the Post Office.

Attendance if required. Letters addressed to C.E., and left at the office of this paper, will receive immediate attention.

3885

**TO LET**, and entered upon on the first day of April next, 1851, the house and rooms occupied by Mr. J. G. Smith, George-street, Sydney. Particulars may be obtained by applying to Mr. Mayor, of Newtown.

47-58

**TO BUTCHERS AND OTHERS.**

**TO BE LET**, those very commodious premises, which have been used as a Butcher's shop, — with all utensils, &c. for the above business, situated at the corner of Pitt and Cambridge streets. For further particulars apply to Mrs. REEDER, on the premises.

3914

**SALES BY AUCTION.**

**SALE OF CONDEMNED GOODS.**

**ON MONDAY**, the 24th February, the undermentioned Condemned Goods will be sold by auction, at 11 o'clock A.M. at the Queen's Warehouse, at the rear of the Queen's Wharf, Sydney.

About 10000 Kangaroo skins

About 3600 Manly skins

One case, containing two French clocks, a piece of Indian cotton, and a quantity of glass beads, and brass bell handles

One case, containing 15 pieces Indian cotton

3885 J. GIBBS, Collector.

**POSTMASTER**—**ALL THE GOODS NOT YET LANDED.**

**36 PACKAGES GENERAL AND FANCY MERCHANDISE.**

Just landed, ex Guardian.

**50 GENERAL DRAPERS, SHIPPERS, AND OTHERS.**

**JOHN G. COHEN** will sell by auction, at his Rooms, 490, George-street.

On MONDAY next, February 24, at 11 o'clock precisely.

**16 PACKAGES GOODS**, comprising—

Gold and silver cutlery knives and forks

Silver mounted table candlesticks, piano ditto

Chamber candlesticks, mounted overlaid

Sets of table knives and forks, time-pieces

Electro-plated cruet and liqueurs, snuffers and tongs, silver pencil cases, plated and gold seals, motto seals, signet rings, plated watch guards, Geneva watch keys

Beeswax guards and seals, spectacles and knife rests

White hands, second hand, pins and brooches

Split rings, steel spectacles, plated ladies and chains, double stone keys, union chain pins, blue steel spectacles, pearl inlaid trays, sets of fire-irons, brass and bright

Plated and steel stocks and bits

Electro-plated tea, dessert, table spoons, sugar daddy, saucers, tongs, salt and mustard, soup ladles, fine slices, toddy ladies, German silver tongs, tea tray

Gold scroll, bright to steel fenders

Base green painted fenders

Umbrella stands, table knives and forks

Desert knives, case boxes, patent

Patent breeched double-barrel percussion guns, highly finished percussion; sets

Silver mounted rev. living crucifix

Plain and coloured glass

Copper bronzed powder flasks.

On account of the numerous lots the sale will commence precisely at eleven o'clock.

Terms at sale, 3837

**POSITIONED ON ACCOUNT OF THE GOODS NOT BEING LANDED.**

**IMPORTANT UNRESERVED SALE, 70 CRATES EARTHENWARE AND CHINA.**

HOW LANDING EX REVENIR.

Comprising one of the best assortments imported to this market.

THE ONLY LOT NOW FOR SALE.

50 SHIPPERS, EARTHENWARE DEALERS, MUGREKERS, AND OTHERS.

**JOHN G. COHEN** has received instructions from the importers to sell by auction, at his Rooms, 490, George-street.

On TUESDAY next, February 25, at 11 o'clock precisely;

Two crates, tea-ware and drab breakfast services, and tea services.

One ditto blue printed fancy mugs, china dogs and sheep

Two ditto blue chambers, dipped and fancy coloured bowls

One ditto assorted earthenware, each crate containing teapots, cups and saucers, bowls, sugar jugs, willow plates and dishes, tureens, ewers, basins, and chamber, &c.—being 57

Two ditto best fancy turquoises and drab jugs (3 to a set), blue printed egg cups

Two ditto best flowing blue fancy chamber sets, and blue printed mustard

Three ditto best flower mulberry fancy chamber services, enamelled patterns: blue printed mustard

Two ditto white and gold embossed stout breakfast services, white chins plain breakers

One ditto white and gold embossed complete breakfast services, white and gold chins sets and off services to match

One ditto embossed green dessert services

Three ditto flowing blue breakfast cups and cans

Three ditto best flowing blue teapots, sugar boxes, creamers, butter tubs

Three ditto flowing blue dinner sets, each entree 3 sets

Three ditto willow pattern dinner, pye, and cheese plates

Three ditto willow printed flat dishes, 12 to 18 inch

One ditto baking dishes, 7 to 18 inch

Three ditto new shaped Canton blue and flowing mulberry jugs and covers

Four ditto flowing blue and printed mugs, & 1 pint; China dogs and sheep to fill

Three ditto best white fancy ewers and basins; blue printed mustard

One ditto blue printed cups and saucers

One ditto white chair paws, 6 to 10 inches

One ditto his foot bath; jelly moulds

Three ditto blue printed chamber; white pudding bowls

Three ditto white chamber; dipped and fancy coloured bowls

Three ditto blue printed fancy jugs, 3 to 5 pint; blue printed mustard

One ditto new shape sugar boxes and covers, green jugs, butter tubs, covers and stands

Two ditto teapots, slop bowls, &c.

Four ditto willow pattern dinner, pye, and cheese plates

Two ditto meat dishes, 12 to 18 inch

One ditto pye dishes, 11 to 14 inch

One ditto large size vegetable dishes and covers

Two ditto real brown stone Toby jugs, 8 to 8 pint; figured mustard and covers

The above being so well selected, purchasers for all parts should not fail to be in abundance, as the whole will be sold. It will be a long period before another such lot can be imported.

Terms:—Under £30, cash; above that sum, three months: £100 and above, four months, by approved bills.

3861

**M. GEORGE SEYMOUR** has received instructions to sell by auction, on MONDAY, the 24th instant, at 12 o'clock, at the Cattle Market,

About 30 head of Horse Stock, consisting of horses, mares, and fillies, in fine condition, and fit for exportation.

No reserve.—Terms, Cash.

3883

**M. JAMES LUCAS** will sell by auction, at Mr. Murphy's, Drury-street.

THIS DAY, at half-past 10 o'clock.

The proprietor leaving the colony for California, Without Reserve.

The whole of the household furniture, comprising bedsteads, table, chairs, chest drawers, ironmongery, soft, hit, utensils, &c.

Terms—Cash.

3897

**HORSES.**

BY AUCTION AT WOOLLEN'S REPOSITORY, Bull's Head Yard, opposite Police Office.

George-street, Sydney.

On SATURDAY, at 11 o'clock.

**M. R. WOOLLEN** having made arrangements with Mr. Armstrong, Veterinary Surgeon and Auctioneer, to conduct the sale at his establishment, trusts, from his well known business habits and Mr. Armstrong's tried ability in his profession, to meet with such a share of the public patronage as will enable him to conduct the sale with due advantage.

Mr. Armstrong will, therefore, sell.

THIS DAY, Saturday, at 11 o'clock, JERRY—a bay gelding, 6 years old, by the imported trotting horse Shields, out of a well bred mare by Niram; very fast trotter, and quiet in saddle and harness.

BLACK BEEF—a black mare, 6 years old, 16 hands high, no white; well broke in to driving.

BLACK STALLION—a black stallion, 7 years old, 16 hands high, no white; well broken to saddle; they are own sisters; very handsome, powerful, and very nearly thoroughbred.

TINKER—a black gelding, 6 years old, 16 hands high; a very spirited animal.

A horse, gig, and harness, spring cart, second hand, leather, bright.

Building materials

Sails, spars

Provisions

Old lumber.

At the Flour Company's Wharf,

At 11 o'clock.

A quantity of articles saved from the wreck of the barque Rosetta Joseph.

GEORGE A. LLOYD, Auctioneer.

City Mart, 474, George-street,

February 22.

3893

POSTPONED until THIS DAY, on account of the inclement weather.

SHIPS' GEAR.

Saved from the wreck of the Rosetta Joseph.

FOR SALE, WITHOUT RESERVE.

TO SHIPOWNERS, SHIP CHANDLERS, AND OTHERS.

MR. GEORGE A. LLOYD

Will sell by auction, at the Flour Company's Wharf.

THIS DAY, Saturday, at 11 o'clock, Without any Reserve,

Silver and gold levers and vertical watches

1 pair jeweller's hating mills, in perfect condition.

1 pair steel cutlery knives and forks

Silver mounted table candlesticks, piano ditto

Building materials

Sails, spars

Provisions

Old lumber.

At the Flour Company's Wharf,

At 11 o'clock.

A quantity of articles saved from the wreck of the barque Rosetta Joseph.

GEORGE A. LLOYD, Auctioneer.

City Mart, 474, George-street,

February 22.

3892

POSTPONED until THIS DAY, on account of the inclement weather.

SHIPS' GEAR.

Saved from the wreck of the Rosetta Joseph.

FOR SALE, WITHOUT RESERVE.

TO SHIPOWNERS, SHIP CHANDLERS, AND OTHERS.

MR. GEORGE A. LLOYD

Will sell by auction, at the Flour Company's Wharf.

THIS DAY, Saturday, at 11 o'clock, Without any Reserve,

Silver and gold levers and vertical watches

1 pair jeweller's hating mills, in perfect condition.

1 pair steel cutlery knives and forks

Silver mounted table candlesticks, piano ditto

Building materials

Sails, spars

Provisions

Old lumber.

At the Flour Company's Wharf,

At 11 o'clock.

A quantity of articles saved from the wreck of the barque Rosetta Joseph.

GEORGE A. LLOYD, Auctioneer.

City Mart, 474, George-street,

February 22.

3891

POSTPONED until WEDNESDAY NEXT, ON ACCOUNT OF THE INCLEMENT WEATHER.

LEAD PIPING, THW GUT BARREL, F